

June 15, 2006

TO: CITIZENS' COMMITTEE TO STUDY THE FLOWER FIELDS AND
STRAWBERRY FIELDS AREA

FROM: Deputy City Engineer, Transportation

INTERSTATE HIGHWAY 5 WIDENING

Attached are bullet points condensed from preliminary information obtained from Caltrans for the referenced project. Over the next several months, Caltrans staff will be scheduling presentations to the Carlsbad City Council and asking for a decision regarding aspects of:

1. Freeway widening
2. Freeway enhancements
3. Direct Access Ramp (DAR) location at Cannon Road
4. Construction of soundwalls (if Carlsbad meets FHWA requirements)

Also attached are exhibits obtained from Caltrans that depict the three alternate alignments of the potential direct access ramp (DAR) and a visual simulation of the DAR concept. The DAR concept is for illustrative purposes only, and is not intended to convey that development of the SDG&E parcel will take place.

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Deputy City Engineer, Transportation

RTJ:jb

Attachments

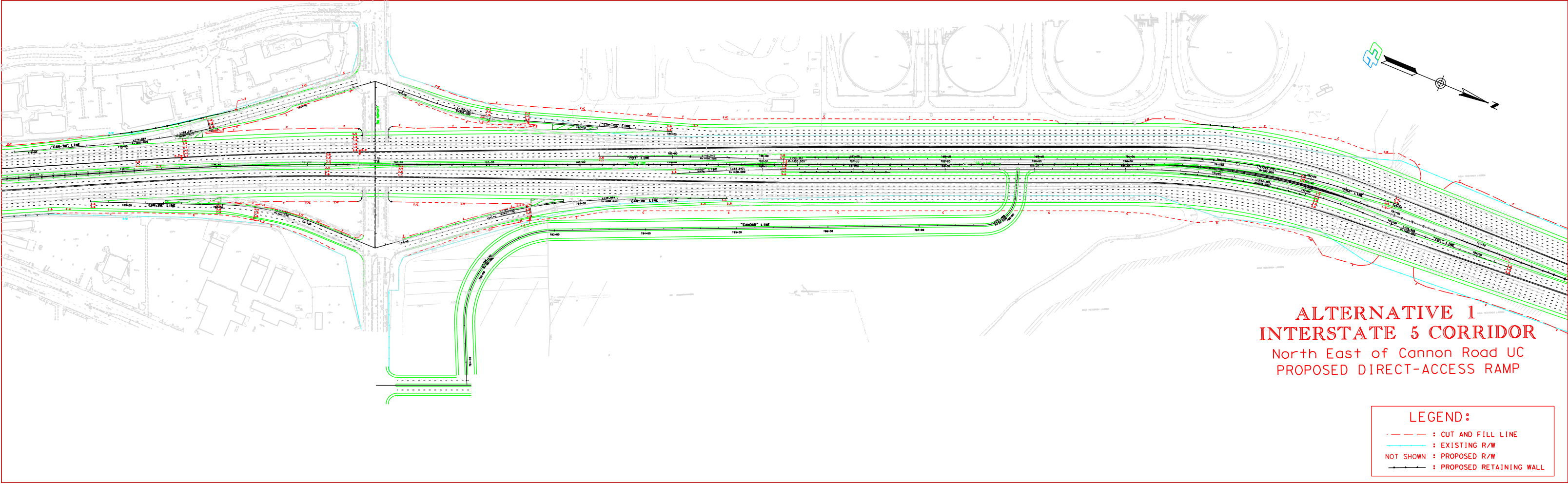
NORTH COAST INTERSTATE 5 CORRIDOR

- Caltrans has initiated preliminary engineering and environmental studies (EIR/EIS) for the I-5 widening.
- Freeway widening begins in the City of San Diego and continues into the City of Oceanside (28 miles).
- Providing “managed lanes” (HOV lanes) in the center median is an integral part of the project.
- Interstate Highway 5 will be widened to a cross-section consisting of 10 lanes plus four HOV lanes (“10 + 4” alternative) or eight lanes will remain and four HOV lanes will be added (“8 + 4” alternative).
- Tentative schedule completes environmental studies and environmental document certification in 2008 with construction to begin in 2009. Concurrent construction in several segments of the corridor will take place.
- Major project goals include:
 - Community
 - Retain existing community character
 - Provide amenities
 - Minimize impacts to residences and businesses
 - Environmental
 - Minimize encroachment in adjacent sensitive habitat areas
 - Respect existing visual resources and minimize negative impacts
 - Minimize noise impacts to adjacent residential areas
 - Minimize drainage/storm water impacts
 - Circulation
 - Encourage use of public transit and other modes
 - Minimize vehicle/pedestrian conflicts
 - Provide connections between the east and west sides of the freeway
 - Improve pedestrian circulation
 - Physical/Aesthetic
 - Minimize right-of-way width expansion
 - Minimize construction costs
 - Maximize the visual experience for the freeway users
 - Integrate public art into the project, where possible
 - Minimize grading

NORTH COAST INTERSTATE 5 CORRIDOR

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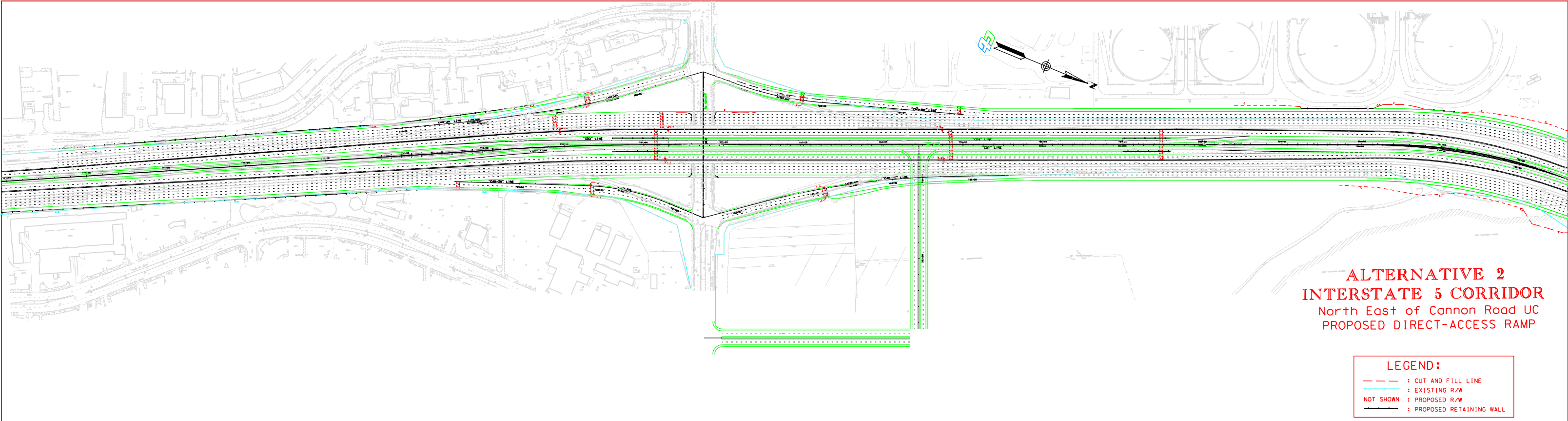
- Construct a Direct Access Ramp (DAR) from the Cannon Road/Paseo del Norte intersection to the center of the freeway northerly of Cannon Road by constructing a bridge over the northbound lanes. Three potential alignments for the DAR are shown on the attached exhibits. A DAR provides access for high occupancy vehicles and buses from the surface street directly into the managed lanes that will be located in the center of the freeway. An example of the DAR concept is provided on the attached exhibit. This conceptual drawing is not intended to assume that there will be development on the SDG&E parcel immediately east of the freeway. This DAR exhibit is a generic conceptual Caltrans drawing used to convey the DAR concept.
- 74 feet of right-of-way is needed for a DAR. This amount of right-of-way will provide for the construction of four 12-foot lanes, a 10-foot median, and two 8-foot shoulder.
- The widening of the freeway will require about 58 feet from the edge of the existing freeway on the east side of Interstate Highway 5 between Cannon Road and the Agua Hedionda Lagoon to accommodate the "10 + 4" alternative without a DAR. If a DAR is constructed, additional width will be required (undetermined at this time by Caltrans).



ALTERNATIVE 1
INTERSTATE 5 CORRIDOR
North East of Cannon Road UC
PROPOSED DIRECT-ACCESS RAMP

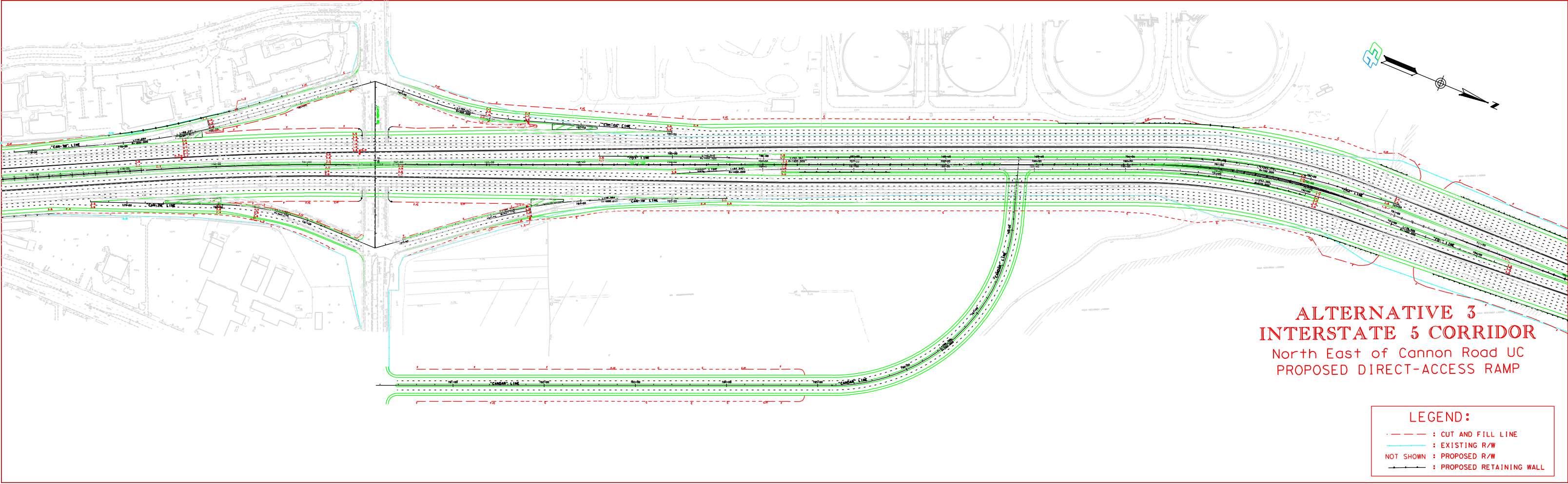
LEGEND :

- : CUT AND FILL LINE
- : EXISTING R/W
- NOT SHOWN : PROPOSED R/W
- : PROPOSED RETAINING WALL



ALTERNATIVE 2
INTERSTATE 5 CORRIDOR
North East of Cannon Road UC
PROPOSED DIRECT-ACCESS RAMP

LEGEND:	
---	: CUT AND FILL LINE
---	: EXISTING R/W
---	: PROPOSED R/W
---	: PROPOSED RETAINING WALL



ALTERNATIVE 3
INTERSTATE 5 CORRIDOR
North East of Cannon Road UC
PROPOSED DIRECT-ACCESS RAMP

LEGEND :	
- - - -	: CUT AND FILL LINE
————	: EXISTING R/W
NOT SHOWN	: PROPOSED R/W
————	: PROPOSED RETAINING WALL

